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WALLING'S
ROUTE AND CITY
GUIDES

Hudson River



1867.

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BY

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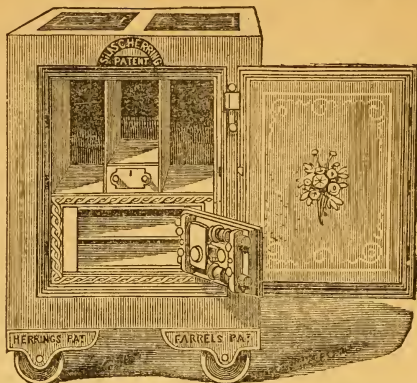
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TAINTOR BROTHERS

229 BROADWAY.

1867.

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THE NEW YORK PRINTING COMPANY,
81, 83, and 85 Centre Street,
NEW YORK.

THE HUDSON RIVER.

THE Hudson has been termed the "Rhine of America," on account of the beautiful scenery along its banks, and the legendary and historical associations with which it abounds. Its most remote sources are in Essex county, among the highest peaks of the Adirondack mountains. Some of the small lakes or reservoirs which discharge into it, are three thousand feet above the level of the tide-water at Troy. Its mountain torrent descends rapidly through narrow gorges, amid a wild, uninhabited, and rugged scenery, to the southern part of Warren county, where it is joined on the east by Schroon river, the outlet of Schroon Lake, which is also cradled among the Adirondacks in Essex county. It now passes through a more settled region, which increases in population and social importance in the progress towards the metropolis of the continent. About ten miles farther south it receives from the west the waters of the Sacondaga river, a crooked stream, which is supplied from numerous mountain lakes lying among the Adirondacks in Hamilton county. These mountain sources of the Hudson, and the wild grandeur of the scenery, have been frequently described by various popular writers, and are much resorted to during the summer months by parties of amateur hunters and fishermen, and by the admirers of those phases of nature which are to be seen in the solitary wilderness. The Batten Kill and Hoosick rivers, rising in the Green Mountains

of Vermont, flow into the Hudson on the east, in its progress southward ; and at Troy, the Mohawk, larger than the Hudson itself, pours in its tributary waters from the west. The sources of the Mohawk are small streams in Oneida county, and mountain lakes in the unsettled, central portions of Herkimer county, a wild and picturesque region. Trenton Falls, in Oneida county, one of the most noted of the innumerable wild scenes of beauty on these tributaries, is on the West Canada Creek, an affluent of the Mohawk. Rome, also in Oneida county, was at the head of boat navigation previous to 1755, and being within one mile of the water flowing westward into Lake Ontario, was called the "carrying-place," boats and their contents being transported from one stream to another in their progress eastward or westward. The course of the Mohawk from Rome to Troy is through a thriving and rural country, interspersed with busy manufacturing villages along the impetuous current of the stream.* The valley affords a passage to the Erie Canal and the New York Central Railway, both of which are works of immense importance to this region, to the State, and to the country at large.

From Troy to New York Bay, one hundred and fifty miles, the bed of the river is below the level of the sea, allowing the tides to ebb and flow throughout its entire extent. It is supposed by eminent geologists, that the Hudson, at some former period, was a fresh water stream, its valley lying much higher than at present, and indeed, that what is now New York Bay was once far inland. The soundings of the United States Coast Survey indicate a continuance of the channel of the river far out into the Atlantic, gradually deepening in its progress. There are other conclusive proofs of a gradual subsidence of the entire region, far back in the remote ages of geological

antiquity. The scenery of the Hudson, from Troy to New York, presents a charming variety. The upper portion of its valley, for more than ninety miles, is made up of a fertile, hilly country, populous with thriving farmers, and interspersed with flourishing towns and villages. Some thirty miles below Troy, the Catskill Mountains approach within twelve miles of the river, on the west side. The scenery along this range of hills is remarkably wild and beautiful. Many resort here during the summer months. A hotel upon the mountain side, more than two thousand feet above the river, can be seen from it for many miles above and below. The "Highland," or mountainous region of the Hudson, extends from Newburgh down to Verplank's Point, about twenty miles, and its scenery is extremely grand and impressive. The river here has made its way through a gap in a range of hills forming a part of the great Appalachian chain, extending for many hundred miles along the eastern part of the United States. The bold and rocky banks enclose the river within narrow limits, and render its course very crooked. They rise abruptly to the height of from one thousand to seventeen hundred feet, with their grey old rocks partially covered by trees. This region has been the scene of many important events in the history of the country. The writings of our most eminent men of letters abound in descriptions of its magnificent scenery, and allusions to its legendary lore. Artists here draw inspiration for many of the beautiful pictures which from time to time brighten their studios, and the public and private art galleries of the country. Below the Highlands the river expands to the width of three miles, forming Haverstraw and Tappan Bays.

Still farther down, and forming the west bank for more than twenty miles, are the remarkable "Palisades," ab-

rupt precipices of trap rock, from three hundred to five hundred feet in height. Against these the river has striven in vain, and they stand like giant sentinels guarding its progress, and overlooking the surrounding country. Their stern sides and wooded summits present one of the grandest pictures of American scenery.

New York Bay is another expansion of the river, which finally makes its exit into the ocean at the "Narrows," between Long and Staten Islands.

The influence which this river has exerted and continues to exert upon the material prosperity of the country is incalculable. New York city undoubtedly owes its rapid growth and its great superiority over other cities to its position at the mouth of the Hudson River. In the early history of the country, before the application of steam to the railway, navigable bays and rivers were the most important thoroughfares of trade and communication between different sections of the country; and even now, after the invention of the locomotive, so great are the advantages which such a stream presents to commerce and various industrial interests, that its importance cannot be overshadowed even by the railways. In connection with a splendid system of canals, it affords an immense stretch of inland navigation. Long lines of canal-boats, loaded with bulky freight, including the great grain harvests of the West and the lumber of the North, find an economical access by it to the great metropolis and to other domestic ports, without transshipment.

Tributary to the travel and traffic of the Hudson are other lines, of which several are extended and important. At Piermont, the Erie Railway Company, before they succeeded in obtaining the privilege of passing over New Jersey territory, transported their passengers and freight by boat to New York. Fishkill is the proposed connec-

tion of the Boston, Hartford and Erie Railroad, with the Erie Railroad terminating at Newburgh, on the opposite bank. When completed, this road will form another great thoroughfare from Boston to the West. Hudson is the terminus of the Hudson and Boston Railroad, connecting at Chatham with the Western Railway of Massachusetts. Over this latter road immense trains of freight and passengers are continually moving, and interchanging the varied products of the East and West. On the opposite side, at Athens, a railroad has recently been completed to Schenectady, connecting with the New York Central road. The navigation of the river from Athens to Albany is rendered difficult for boats heavily laden with freight, by reason of frequent shoals and sand-bars ; hence the construction of this branch line. At Albany the Western Railroad also connects with the New York Central to Buffalo and Niagara Falls. At Troy four great railways centre, viz. : the Hudson River, the New York Central, the Rensselaer and Saratoga, and the Troy and Boston Railways, the two latter running northwardly, through Eastern New York and Western Vermont, connecting with roads to Burlington and Montreal.

The river itself is navigated by the largest vessels as far as Athens, which is about 117 miles from New York, and about 125 from its mouth at the Narrows. Steamboats and schooners ascend to Troy, at the head of tide-water, about 151 miles above New York. Its entire length is something over 300 miles. As a commercial channel the importance of the Hudson is not excelled by any river of equal length in America. Probably a thousand vessels ply its waters engaged in the various branches of its commerce. The passenger steamboats on the river are numerous. Some of them are of great size, and rank among the finest water-craft in the world.

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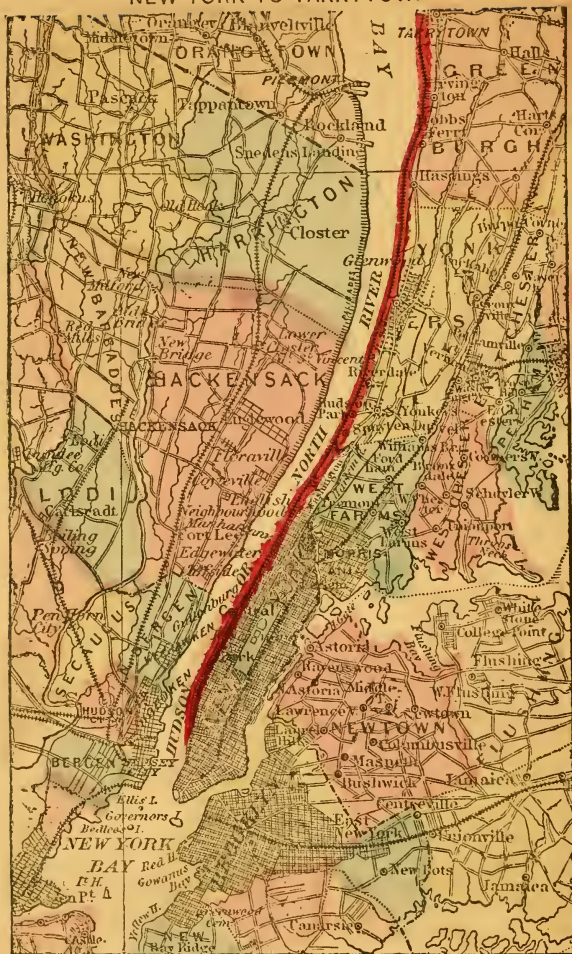
NEW YORK TO TROY—150 MILES.

THIS railway extends along the left or east bank of the Hudson River to Troy, connecting at Hudson with the Hudson and Boston Railway, at East Albany with the Western Railway to Boston, and the New York Central Railway to Buffalo and Niagara Falls, and at Troy with railways to Saratoga, Rutland, Burlington, Montreal, Quebec, Ogdensburg, and Upper Canada. Besides affording an outlet to New York for these great avenues, whose connections reach over a considerable portion of the United States and Canadas, the local business of the road is by no means unimportant, as it passes through a very populous and thriving region. The route is likewise an unusually interesting one for travellers on account of the unrivalled character of its scenery, and its numerous historical and literary associations. The construction of the road was commenced in 1847 and completed in 1851. Its entire cost, to the present time, including equipments, has been about fifteen and a half millions of dollars. A double track extends nearly the entire length of the route, the grade throughout is nearly level, and a large number of vigilant employes constantly guard and keep every portion of it in order. In addition to these advantages and precautions, the management in regard to the running of trains is most careful and systematic, and great speed and regularity are thus attained, while the safety of passengers is rendered nearly absolute. Among the equipments are 82 locomotive engines, including 3 "dummies," 124 first-class, and 13 second-class passenger cars, 28 baggage and express cars, and 711 freight cars.

NEW YORK.

The principal passenger station and the offices of the Company are now on Thirtieth street, near Tenth avenue. The Company run horse cars, in connection with the trains, to and from the old station at the corner of Chambers and Hudson streets, and there are other public conveyances to various parts of the city. From the lower end of Broadway, South Ferry, and the vicinity of the Battery, the station may be reached by the West street and Tenth avenue cars. From the City Hall Park the Ninth avenue cars, starting at the corner of Fulton street and Broadway, pass within one block. From Canal street, corner of Broadway, the Eighth avenue cars pass within two blocks, and from any part of Broadway below Twenty-third street the Twenty-third street omnibuses pass up Eighth avenue within two blocks of the station.

NEW YORK TO TARRYTOWN.



MANHATTANVILLE,

New York City and County, N. Y.

8 miles from New York. From Troy, 142

This station is at the foot of 80th street, in the vicinity of the Orphan Asylum, the Lunatic Asylum, "Convent of the Sacred Heart" and "Manhattan College" (both Roman Catholic schools), Claremont House, and other interesting localities, for a more particular account of which see the New York City Guide, forming a part of this series.

CARMANVILLE,

New York City and County, N. Y.

9 miles from New York. From Troy, 141

The station is at the foot of 152d street. In the neighborhood is Trinity Cemetery, Audubon Park (formerly the residence of the late celebrated naturalist), and the New York Institution for the Deaf and Dumb, one of the finest institutions of the kind in the world. On the opposite side of the river, the bank for many miles is formed by the Palisades, a precipitous, rocky cliff of *trap-dike* formation, from 300 to 500 feet in height. Geologists suppose that ages ago the crust of the earth was ruptured by some cause in the line of this dike, and volcanic matters protruded from below, which, being harder and more durable than the adjacent rocks, have better withstood the slow but constant action of the elements during almost inconceivably long periods of time, by which the inclosing walls on the east have been removed, leaving the present abrupt precipice.

FORT WASHINGTON,

New York City and County, N. Y.

10 miles from New York. From Troy, 140

This extreme northern portion of New York city is the most beautiful portion of Manhattan Island, and its natural beauties are finely brought out by the good taste and lavish expenditures of the wealthy residents. Splendid river views, rocks, forest trees, etc., together with winding roads among elegant mansions having beautiful gardens, conservatories, and other attractive and costly surroundings, make it a valuable addition to the Central Park for drives and strolls. Among other fine residences is that of James Gordon Bennett, Esq., the editor and proprietor of the *New York Herald*.

INWOOD,

City and County of New York.

12 miles from New York. From Troy, 138

Formerly called Tubby Hook, the extreme northern part of Manhattan Island.

SPUYTEN DUYVEL,

Yonkers, Westchester Co., N. Y.

13 miles from New York. From Troy, 137

The Spuyten Duyvel creek, or northern portion of the Harlem river, divides New York from Westchester county. About the station has sprung up a suburban village, which is rapidly growing in importance.

RIVERDALE,

Yonkers, Westchester Co., N. Y.

14 miles from New York. From Troy, 136

A collection of suburban villas.

MT. ST. VINCENT,

Yonkers, Westchester Co., N. Y.

14 miles from New York. From Troy, 135

Near this station, and in sight of the railroad, is the Convent and Academy of Mt. St. Vincent, under the management of the Roman Catholic Sisters of Charity. The castellated stone building was originally built by Edwin Forrest, the well known actor, many years ago, before his separation from his wife. Since the sale to Catholics, the brick building has been added, and a first-class Academy established, in which 200 pupils are instructed by competent teachers.

YONKERS,

Yonkers, Westchester Co., N. Y.

17 miles from New York. From Troy, 133

This beautiful suburban town was incorporated in 1855, and has grown with surprising rapidity. Population about 10,000. It contains many elegant residences, and several manufacturing. The old Phillips manor-house, built nearly 200 years ago, still remains in good order. Here resided Mary Phillips, who obtained, but did not return, the early love of Washington.

GLENWOOD,

Yonkers, Westchester Co., N. Y.

18 miles from New York. From Troy, 132

HASTINGS,

Greenburgh, Westchester Co., N. Y.

21 miles from New York. From Troy, 129

Here are marble quarries, limekilns, and some small manufacturing of various kinds. Suburban villas are interspersed along the river bank.

TARRYTOWN TO EAST HAVERSTRAW.



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NEW YORK.

DOBBS' FERRY,

Greenburgh, Westchester Co., N. Y.
22 miles from New York. From Troy, 128

This station is at the lower end of Tappan Bay, where the river commences to expand to a width of from two to three miles. A ferry was established here many years ago by a Dutch farmer which gave the place its name. The ferry now runs to Piermont, the former terminus of the Erie Railway, nearly opposite. The State line of New Jersey strikes the line a little below Piermont; and before the Erie Railway Co. succeeded in obtaining the privilege of passing over New Jersey territory, their passengers and freight were taken from Piermont to New York by steamboats. The Palisades on the opposite side of the river, which for about twenty miles have formed a precipitous river bank, are now suddenly interrupted by the valley through which the Erie Railway was built, and they do not again resume their precipitous character. Tappan, about three miles south-west of Piermont, was the scene of André's trial and execution during the war of the revolution. It will be seen, by consulting any of the reliable histories of the country, that this region is rich in historical associations.

IRVINGTON,

Greenburgh, Westchester Co., N. Y.
24 miles from New York. From Troy, 126

Named for the late Washington Irving, whose estate, called "Sunnyside," is situated a little north-east of the station. The locality has been consecrated by the genius of this most charming writer, and men of wealth and liberal taste have collected about it, laid out beautiful grounds, and erected elegant mansions.

TARRYTOWN,

Greenburgh and Mount Pleasant Township, Westchester Co., N. Y.

27 miles from New York. From Troy, 123

A quiet, pretty village with romantic surroundings. Sleepy Hollow, on the Pocantico river, has been immortalized by Irving in his "Sketches." A ferry connects this village with Nyack, nearly opposite.

SCARBOROUGH,

Ossining, Westchester Co., N. Y.
31 miles from New York. From Troy, 119

SING SING,

Ossining, Westchester Co., N. Y.
32 miles from New York. From Troy, 118

One of the New York State pri-

sons is located here. It was built in 1826 by convicts who were brought here for that purpose from Auburn prison. The material is a white marble, quarried near by. There are three buildings, containing one thousand cells for men, and one hundred for women. The convicts are kept at work at various trades during the day, and at night are shut up in separate cells. Opposite Sing Sing is Rockland Lake, and the village of the same name, noted for its extensive ice trade, about 200,000 tons per annum being sent into New York city.

CROTON,

Cortland, Westchester Co., N. Y.
36 miles from New York. From Troy, 114

Croton river here empties into the Hudson, and a long promontory, called Croton Point, projects nearly across its expanded basin, and divides Tappan Bay from the portion above called Haverstraw Bay. This point has been devoted by its owner, Dr. Underhill, to the successful cultivation of the grape, and its products have a high reputation in New York for their superior quality. Across the Croton river, a few miles above here, a heavy and substantial dam, forty feet in height, has been thrown to form the lake or reservoir from which the Croton Aqueduct supplies the city of New York with pure water. This aqueduct is a magnificent engineering work, and a just source of pride to New York citizens. Its cost was twelve millions of dollars.

CRUGERS,

Cortland, Westchester Co., N. Y.
37 miles from New York. From Troy, 113

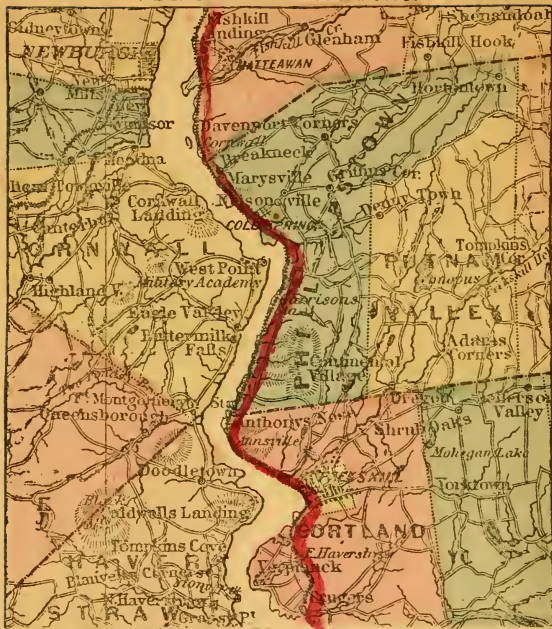
Situated near the head of Haverstraw Bay, opposite the village of Haverstraw, where Arnold and André met and arranged the details of the infamous treason of the former to his country.

EAST HAVERSTRAW,

Cortland, Westchester Co., N. Y.
41 miles from New York. From Troy, 109

From Crugers the railroad leaves the river, and at East Haverstraw station it is about three miles from Verplanck, the nearest point on the river. During the revolutionary war fortifications were erected at Verplanck and at Stony Point opposite, which commanded the lower entrance

PEEKSKILL TO NEWBURG.



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to the Highlands, and were the scene of some hard-fought battles.

PEEKSKILL,

Cortland, Westchester Co., N. Y.
43 miles from New York. From Troy, 107

This station is at the entrance to the magnificent scenery of the Highlands. Caldwell's Landing, directly opposite, is at the foot of Dunderberg (or Thunder Mountain), which Irving describes so quaintly. Peekskill was incorporated in 1816. Population about 4000. It has several iron foundries, machine shops, and other manufactories. A little east of the village is the country residence of *Rev. H. W. Beecher*. After leaving Peekskill we pass through the extremity of "Anthony's Nose" in a tunnel 200 feet in length, and come into the midst of some of the grandest scenery in America, if not in the world.

FORT MONTGOMERY STA.

Phillipstown, Putnam Co., N. Y.
47 miles from New York. From Troy, 103

Fort Montgomery, on the opposite side of the river, was, in 1777, the scene of a desperate engagement between British and Americans, in which the former greatly outnumbered the latter, and after a long and hard-fought battle succeeded in driving them out, but not in time to accomplish their object of effecting a junction with Gen. Burgoyne, and thus preventing the defeat and capture of his army by Gen. Gates at Saratoga. Two heavy booms of timber and iron, one of which had been stretched across from Fort Montgomery to Anthony's Nose, and another at West Point, to prevent the ascent of the British, were then destroyed, and the river opened to their ships. Three miles above Fort Montgomery, on the west side of the river, is a small cascade called Buttermilk Falls, which comes rushing down the rocky hillside, and when swollen by freshets, presents a beautiful milky appearance, from which its name is probably derived.

GARRISON'S,

Phillipstown, Putnam Co., N. Y.
51 miles from New York. From Troy, 99

A ferry connects this station with West Point, where is located the U. S. Military Academy. It occupies several fine stone buildings, and is

situated on a level plain elevated some little distance above the river, from which it is reached by a road cut in the rocky hillside. Two large hotels are constantly filled with guests in the summer months. Roe's West Point Hotel at the extreme north end of the plateau commands fine views in all directions, and Cozens's Hotel, more recently built, is one mile below, near Buttermilk Falls, and is a favorite place of resort. Magnificent scenery and interesting historical associations abound. Mount Independence, with the ruins of Fort Putnam high up on its side, Crow Nest, Breakneck Mountain, Mount Taurus, Butter Hill, the beautiful river with its white-sailed vessels and steamboats, and romantic islands, afford from the different points of view panoramas whose beauty can hardly be excelled or equalled. Not the least among the attractions is the Academy itself, with its library, observatory, philosophical rooms, cabinets, chapel, hospital, etc. The daily parades of the smart young cadets on the level green between the academy buildings and Roe's Hotel, enlivened by strains of excellent martial music, the charming rambles, including "Flirtation Walk," a romantic, shaded path cut in the rocky hillside, leading to Kosciusko's garden and monument, and numberless other minor attractions, render the spot one to be long remembered with pleasure by its visitors.

COLD SPRING,

Phillipstown, Putnam Co., N. Y.
51 miles from New York. From Troy, 96

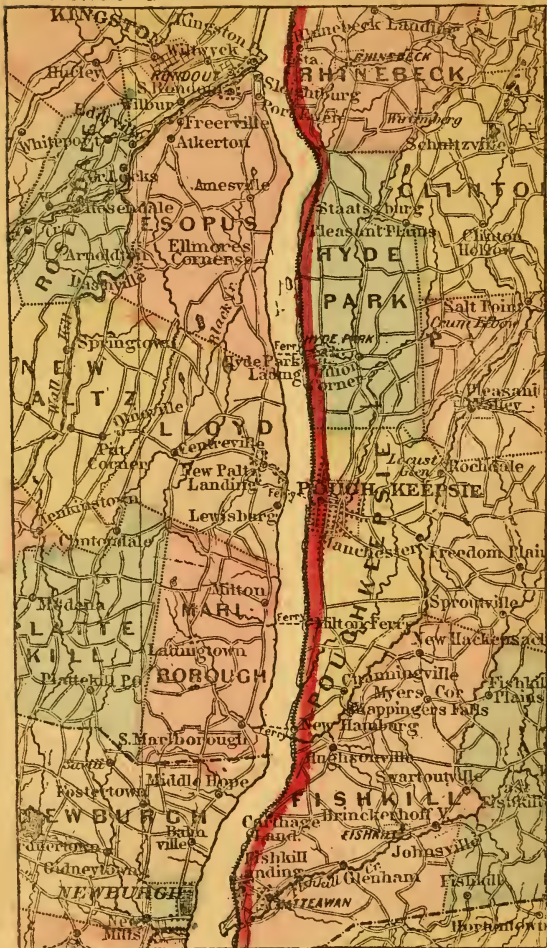
The West Point iron foundry, one of the largest in the country, is located here, and turns out very heavy work. An immense number of heavy Parrott guns were cast for the government during the war, under the direction of the inventor, R. P. Parrott.

CORNWALL STATION,

Fishkill, Dutchess Co., N. Y.
56 miles from New York. From Troy, 91

The village of Cornwall is on the other side of the river, in Orange co. It is a favorite place of summer resort. *Idlewild*, the residence of *N. P. Willis*, is a little north of the village.

NEWBURG AND FISHKILL TO RHINEBECK.



FISHKILL LANDING,

Fishkill, Dutchess Co., N. Y.

60 miles from New York. From Troy, **90**

This is the proposed Hudson River terminus of the Boston, Hartford, and Erie Railway, now running as far west as Waterbury, Conn. It will connect with the Erie Railway by the Newburg Branch, which terminates on the opposite side of the river, and thus complete an important thoroughfare from Boston to the west. The railway now emerges from the Highlands, and from the summits of the hills the views up the river as well as down are magnificent. Newburg, in Orange county, is connected with the station by a ferry. Though somewhat awkwardly situated on a sloping hillside, it is a thriving place, and has important manufactories, a large brewery, etc. It was the home of *A. J. Downing*, whose works on *Landscape Gardening*, *Rural Architecture*, etc., have been instrumental in producing great improvements in the taste and beauty of our country villas and their surroundings. He was lost with many others at the burning of the steamboat *Henry Clay* in 1852. An old stone mansion in the south part of the village was "*Washington's Head Quarters*" in revolutionary times, and is now owned and kept in order by the State. Many interesting relics and mementos are preserved here.

LOW POINT,

Fishkill, Dutchess Co., N. Y.

64 miles from New York. From Troy, **86**

Also called Carthage Landing. Just above it is a short tunnel.

NEW HAMBURG,

Poughkeepsie, Dutchess Co., N. Y.

66 miles from New York. From Troy, **84**

Situated at the mouth of Wappinger Creek, and connected by ferry with Marlborough in Ulster county. Soon after leaving N. H., a tunnel, some 800 feet in length, is passed through.

MILTON FERRY,

Poughkeepsie, Dutchess Co., N. Y.

71 miles from New York. From Troy, **79**

Milton, directly opposite, in Ulster county, is connected by ferry with the station. Half a mile above is a short tunnel.

POUGHKEEPSIE,

Poughkeepsie, Dutchess Co., N. Y.

75 miles from New York. From Troy, **75**

Incorporated as a city in 1854.

Population 16,000. Built on a table land some 150 to 200 feet above the river, with a rather steep slope to the river bank. Various and important manufactories are carried on here, and an extensive agricultural region, fertile and well improved, contributes materially to its commercial prosperity. The educational institutions are unusually extensive and excellent. The *Vassar Female College*, recently built and endowed by the magnificent liberality of M. Vassar, Esq., is the largest and most thoroughly organized institution of the kind in the country. Prof. Morse, the inventor of the American system of telegraphing, has a country residence a little below Poughkeepsie. Huddleston, the British spy, was executed here in 1780. Andrew Jackson Davis, the "Poughkeepsie Seer," was born here. A steam ferry connects with Lloyd or New Paltz Landing opposite.

HYDE PARK,

Hyde Park, Dutchess Co., N. Y.

80 miles from New York. From Troy, **70**

The village is pleasantly located, about half a mile back from the river, and at a considerable elevation above it. Crum Elbow Creek falls into the Hudson at this point.

STAATSBURGH,

Hyde Park, Dutchess Co., N. Y.

85 miles from New York. From Troy, **65**

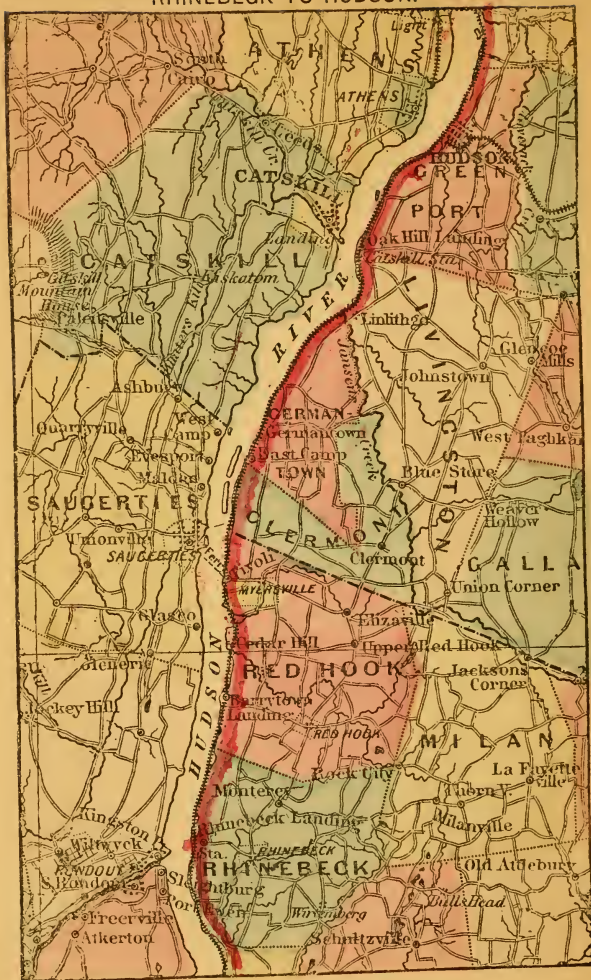
The railroad here leaves the river for a short distance, striking through a little valley which affords a more direct course. Nearly five miles above we pass through "Kelly's Tunnel."

RHINEBECK LANDING,

Rhinebeck, Dutchess Co., N. Y.

90 miles from New York. From Troy, **60**

The village of Rhinebeck is two miles east of the landing. The first settlement was made by Wm. Beekman, who brought several German families with him from Germany in 1647. A steam ferry connects with Rondout, Ulster Co., which is nearly opposite, and the terminus of the Delaware and Hudson Canal, one of the great avenues by which the anthracite coal of Pennsylvania reaches its markets. It adjoins Kingston, the county seat of Ulster, which lies between Wallkill River and Esopus Creek, and two miles back from the



Hudson. After the capture by the British of Fort Montgomery, and the destruction of the chains across the river, already mentioned, Kingston was one of the places thus left defenceless to the mercies of the enemy, who made their way up the river unobstructed, and pillaged and burned at pleasure. It was intensely loyal to the American cause, and had on that account become especially hated by the British. While the town was burning, its inhabitants, who had fled to the adjoining town of Hurley, hanged a spy who had been caught a few days before in the American camp at Newburg.

BARRYTOWN,

Red Hook, Dutchess Co., N. Y.

96 miles from New York. From Troy, 51

The village of *Red Hook* is some three miles east of Barrytown. "*Rokeby*," about one mile south-east, was formerly the estate of John Armstrong, a prominent politician in the last century, and is now the country residence of his son-in-law, Wm. B. Astor. *Montgomery Place*, about the same distance north of Barrytown, was built by the widow of *General Richard Montgomery*, who was killed at the storming of Quebec in 1775. His remains are deposited under the monument erected by the Continental Congress in 1776, and since built into the wall of St. Paul's Church, which fronts on Broadway, New York City, where it attracts the attention of all observant strangers who pass. Mrs. Montgomery was a sister of *Chancellor Livingston*, and *Montgomery Place* still remains in the Livingston family.

TIVOLI,

Red Hook, Dutchess Co., N. Y.

100 miles from New York. From Troy, 50

A place of growing importance. Myersville forms with it a continuous village. Upper Red Hook is about 14 miles east. Saugerties, on the opposite side of the river, one mile above, is connected by a steam ferry. It is a large thriving village, with extensive manufactories of iron, white-lead, paper, etc. A little above Tivoli, *Clermont*, the former residence of Robert R. Livingston, the first Chancellor of the State of New York, may be seen at Malden, on the opposite side of the river.

Besides the eminent public services of the Chancellor, his fame is connected with that of *Robert Fulton* in the introduction of steam navigation. Livingston furnished Fulton the means to carry on his experiments, and the first successful steamboat trip was made by the *Clermont* (named in honor of Livingston's residence), in the autumn of 1807. She reached Albany in thirty-two hours from New York on this first trip; and thus navigation by steam, which had previously been considered a wild and chimerical project, became an established fact.

GERMANTOWN,

Germantown, Columbia Co., N. Y.

105 miles from New York. From Troy, 45

Germantown was settled in 1710 by German emigrants, under the patronage of Queen Anne, who caused land to be purchased for them of Robert Livingston. Population of the township in 1865, 1,278.

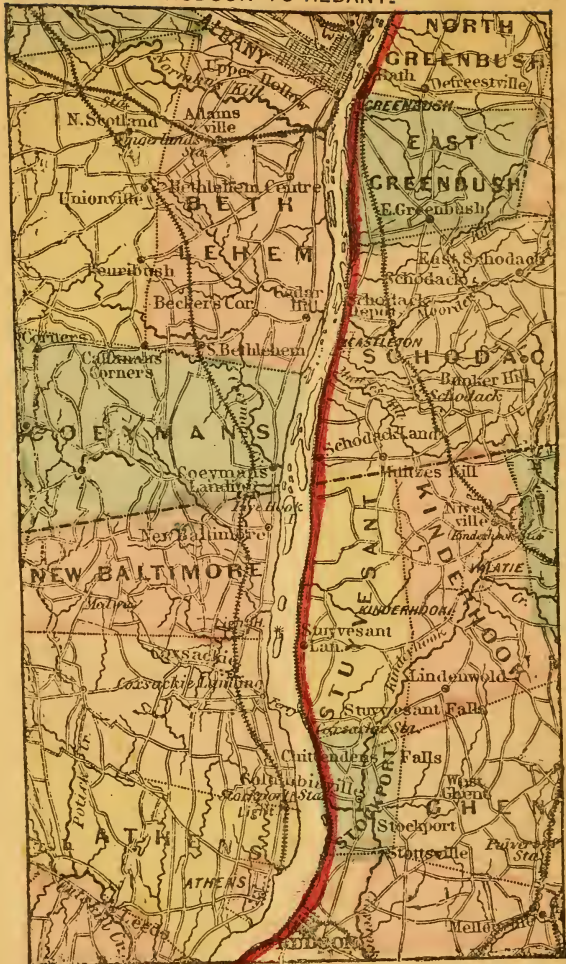
CATSKILL STATION,

Greenport, Columbia Co., N. Y.

111 miles from New York. From Troy, 39

A steam ferry runs to Catskill, opposite, at the mouth of Catskill Creek. It is a place of much importance, and the county seat of Greene county. Magnificent scenery abounds here, and it has been the temporary or permanent home of some of the distinguished artists of the country. Thomas Cole resided here when he painted his "*Voyage of Life*," and "*Course of Empire*." On a sort of terrace, twenty-two hundred feet above the river, about 12 miles back from it, and near the edge of an abrupt precipice, is built the "*Mountain House*," a spacious hotel, which is distinctly visible for a considerable distance along the river. The coolness and exhilarating quality of the air, the grandeur of the view, and the comfortable accommodations of the hotel, attract numerous visitors in the summer months. The mountain rises behind the hotel to a height of thirty-eight hundred feet above the river. One of the many attractions in the vicinity is the *Catskill Falls*. Catskill or Kauterskill Creek, a branch of Catskill Creek, originating high up in the mountain, and affording an outlet for two ponds, here dashes over two perpendicular precipices, one a hundred and the other eighty feet in

HUDSON TO ALBANY.



height ; and, passing through a precipitous and romantic ravine, called "*The Clove*," reaches the lower valley of the Hudson. The scene of Irving's *Rip Van Winkle* is laid in this region ; and the place where the sleepy Dutchman bowled at nine-pins is pointed out to travellers.

HUDSON,

Hudson City, Columbia Co., N. Y.
115 miles from New York. From Troy. 35

Incorporated as a city in 1785. Population in 1865, about 8000. Upon the summit of the bluff overlooking the river, a *public square*, and a broad street, or *Promenade*, have been laid out, and ornamented with trees and shrubbery. Fine views are here afforded of the city, the river, and of the country on the opposite shore, with the Catskill Mountains in the background. The Hudson and Boston Railway extends from here to West Stockbridge in Mass., connecting at Chatham with the Western Railway (Mass.), and at West Stockbridge with the Housatonic Railway. From Athens, on the opposite side of the river, a railway has recently been completed to Schenectady, connecting with the New York Central Railway, principally for the conveyance of freight, in connection with river navigation, to and from the West ; the delays and vexations of navigating the shoal water between here and Albany being thus avoided.

STOCKPORT,

Stockport, Columbia Co., N. Y.
119 miles from New York. From Troy. 31

Columbiaville is the name of the village at the station. It is in the township of Stockport, at the mouth of Kinderhook river. Five miles up this river is Lindenwald, in Kinderhook township, the former residence of Martin Van Buren. The Columbia Sulphur Springs near Stottsville have a fine hotel and bathing-houses, and have become quite a popular place of resort for invalids and others.

COXSACKIE STATION,

Stuyvesant, Columbia Co., N. Y.
123 miles from New York. From Troy. 27

Formerly called Kinderhook Station ; is connected by ferry with Coxsackie Landing, on the opposite side of the river. The village of Coxsackie is about one mile back from the river.

STUYVESANT,

Stuyvesant, Columbia Co., N. Y.
125 miles from New York. From Troy. 25

There is a foundry and a flour-mill here. At Stuyvesant Falls, on Kinderhook river, in the south-east part of the township, there are several cotton and woollen mills, and other manufactories.

SCHODACK,

Schodack, Rensselaer Co., N. Y.
132 miles from New York. From Troy. 18

A village of about 250 inhabitants. Opposite is Coeyman's, in Albany county, named after the original patentee of the land. A *fossil elephant* was found in this township, on the farm of Mr. Shears, about four miles west of the river.

CASTLETON,

Schodack, Rensselaer Co., N. Y.
135 miles from New York. From Troy. 15

A pretty village of about 450 inhabitants. The river here passes through meadow lands, and is quite shallow. This portion is unfavorably known to its navigators as *The Over-slaugh*. Many attempts have been made to deepen the channel, but without permanent success. Subsequent freshets would speedily bring down sand and mud, and either refill the excavation or make bars in new places.

EAST ALBANY,

Greenbush, Rensselaer Co., N. Y.
141 miles from New York. From Troy. 6

Access was formerly had to Albany from here by ferry-boat, but a bridge is now completed, and passengers for Albany or the West are taken across without changing cars. The Western Railway, running through the centre of Massachusetts to Worcester and Boston, connects here ; also the New York Central, to Buffalo and Niagara Falls. Albany is one of the oldest cities in America, having been incorporated in 1686. Population in 1865, about 63,000. It acquired much importance at an early period, from being the principal centre of the Indian trade, and the military base of expeditions against Canada. It was made the capital of the State in 1797. The introduction of steam navigation by Fulton in 1807, the completion of the Erie Canal, in 1825, and of various lines of railway since that time,

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have each materially added to the growth and prosperity of the city. Its Dutch name of Beaverwyck was changed to Albany at the same time that New Amsterdam was changed to New York, in honor of King James II., at that time the Duke of York and Albany, and in possession of all the Dutch settlements on the Hudson. Among the public buildings are the Capitol, State Hall, State Library, Geological and Agricultural Hall, State Normal School, City Hall, and several educational and other institutions. The Dudley Observatory is named in honor of a wealthy merchant whose widow has given \$90,000 for the purpose of its construction and endowment. Other persons have contributed liberal though smaller amounts, and the observatory is one of the finest in the country, and furnished with instruments some of which are unsurpassed in the world.

TROY,

Troy City, Rensselaer Co., N. Y.

150 miles from New York.

This beautiful city is the terminus of the Hudson River Railway. Its city charter was granted in 1816. Present population, about 40,000. It was founded by settlers from New England; and to this fact, perhaps, may be attributed, in some measure, its

rapidity of growth, and the intelligence and liberality of its citizens. There are several first-class educational institutions, among which is the Rensselaer Polytechnic Institute, second in America only to West Point as an engineering and scientific school. The Troy Female Seminary has also obtained a high celebrity. The manufacturing interests are large and various, including cotton and woollen factories, grist and flouring mills, distilleries, breweries, manufactories of iron, hosiery, paper, carriages, clothing, shirts, collars, mathematical instruments, etc. The railway car manufactory here is the largest in the State. The Union Railway Depot is a magnificent building, and was built for the joint accommodation of the four great railways that centre here, viz., the Hudson River, the New York Central (uniting at Schenectady with the other branch from Albany), the Rensselaer and Saratoga, and the Troy and Boston Railways, the two latter running northerly through Eastern New York and Western Vermont, and connecting with roads to Burlington, Montreal, etc. On the completion of the great Hoosic tunnel the Troy and Boston Railway will form a direct route to Boston.

RENSSELAER & SARATOGA R. R. ALBANY AND TROY TO SARATOGA SPRINGS.

TROY TO JUNCTION.

GREEN ISLAND,

Watervliet, Albany Co., N. Y.

1 m. from Troy. From Sar. Spr., 31.

This station is situated upon the island of the same name, in the Hudson river, directly opposite the city of Troy, of which it is a suburb. Green Island, Van Schaick's or Cohoes Island, and Van Hover's Island, extend about four miles along the river, and separate the Mohawk from the Hudson, dividing the mouths of the former into four channels, which are called "sprouts of the Mohawk." On Van Schaick's or Cohoes Island, opposite the village of Cohoes, Gen. Schuyler, in the summer of 1777, threw up intrenchments to check the advance-

ment of Gen. Burgoyne. Traces of these fortifications still remain visible. Running lengthwise on all these islands, and crossing the intervening "sprouts" over bridges, the railway passes from Albany into Saratoga county.

WATERFORD,

Waterford, Saratoga Co., N. Y.

4 m. from Troy. From Sar. Spr., 28.

Situated on the Champlain Canal, at the confluence of the Hudson and Mohawk rivers. It is a manufacturing village of considerable importance. The Mohawk is here bordered by an almost perpendicular range of slate bluffs, and the Hudson by a range of clay bluffs.

ALBANY AND TROY TO SARATOGA.



ALBANY DIVISION, R. & S. R. R.

ALBANY TO JUNCTION.

ALBANY RURAL CEMETERY,

Watervliet, Albany Co., N. Y.

4 m. from Albany. From Sar. Spr's, 34.

One of the most beautiful rural cemeteries in the country, abounding in romantic dells, shaded ravines, cascades, miniature lakes, rustic bridges over forest streams, etc. It is a place of rare picturesque beauty.

WEST TROY,

Watervliet, Albany Co., N. Y.

6 m. from Albany. From Sar. Spr's, 32.

This place has important manufactories of woollen goods, bells, carriages, and various other articles. An extensive United States Arsenal, consisting of more than thirty buildings of brick and stone, is located here. Its grounds occupy about one hundred acres. It is the principal government manufactory of gun-carriages, machinery, equipments, ammunition, and military supplies.

COHOES,

Watervliet, Albany Co., N. Y.

9 m. from Albany. From Sar. Spr's, 29.

An important manufacturing village on the Mohawk. An extensive dam creates an immense water-power here, comprising the whole body of the Mohawk river, with a total descent

of 103 feet. The railroad bridge across the Mohawk is 900 feet in length, and is in full view of the Cohoes Falls, about three-fourths of a mile above. The river here flows over a rocky declivity 78 feet in height, of which 40 ft. is a perpendicular fall. The main fall is 900 feet wide, and the banks above and below are wild and precipitous. The Erie Canal rises by a series of 18 locks from the Hudson river, through the village of Cohoes to the northerly part of the town of Watervliet, three miles above, at which point it crosses the river in a stone aqueduct, 1,137 feet long, 26 feet high, and resting on 26 piers. The products of the knitting and cotton mills, axe and edge tool, and other factories, amounts to over \$2,000,000 per annum. In recent excavations made in the rocky bank of the Mohawk, for the foundation of a new mill, the fossil remains of a gigantic mastodon were discovered. The Harmony Mills Co. of Cohoes have liberally donated this interesting relic of the earth's ancient history to the State collection at Albany. It is considered as the most perfect skeleton of the mastodon ever discovered.

JUNCTION TO SARATOGA SPRINGS.

ALBANY JUNCTION,

Waterford, Saratoga Co., N. Y.

6 m. from Troy. From Sar. Spr's, 26.

At this place the Albany division unites with the main road from Troy. The railroad now runs along between the Champlain Canal and the Hudson river, on an interval, about half a mile in width for several miles.

MECHANICSVILLE,

Stillwater, Saratoga Co., N. Y.

12 m. from Troy. From Sar. Spr's, 20.

An incorporated village, lying partly in Half Moon, but principally in Stillwater. It has an extensive Linen Thread manufactory. Population in 1860, 1,111. The township of Stillwater contains the battle-grounds of "Bemis Heights," where the engagements were fought which resulted in the surrender of Gen. Burgoyne to Gen. Gates in 1777.

BALLSTON SPA,

Milton, Saratoga Co., N. Y.

25 m. from Troy. From Sar. Spr's, 7.

This village has long been celebrated for its mineral springs, and it was formerly a famous place of invalid and summer resort, until its attractions became somewhat overshadowed by those of Saratoga. Its waters are very similar to those of the Saratoga Springs, but are not so strongly impregnated. Benajah Douglas, grandfather of the Hon. Stephen A. Douglas, in 1792 built a log-house near the "Old Spring" for the accommodation of invalids, etc. The Sans Souci Hotel is an old and popular resort for visitors during the summer months.

SARATOGA SPRINGS,

Saratoga Springs, Saratoga Co., N. Y.

32 miles from Troy.

This is the most fashionable water-

ing place in the western world, deriving its popularity and importance from the highly medicinal qualities of its far-famed mineral springs. These are several in number, including the Congress, Empire, High Rock, Columbian, Iodine, Monroe, Flat Rock, Hamilton, Red Spring, and others. The mineral spring region has a radius of about ten miles. The waters of the different springs vary in their medicinal qualities, possessing in general the virtues of a tonic united with those of a gentle cathartic. Saratoga is also famous for its hotels, of which there are more than twenty, several of which are conducted upon a metropolitan

scale. Saratoga Lake, a beautiful sheet of water, is within a pleasant drive. The "White Sulphur Spring" is on its eastern shore. On the streams in this vicinity are several fine cascades. Fort Edward, Glen's Falls on the Hudson, and Lake George, are within two or three hours' travel by railway and plank-road. Schuylerville on the Hudson, ten miles easterly from Saratoga Springs, the early residence of Gen. Philip Schuyler, was the scene of the surrender of Burgoyne in 1777. The battles of Stillwater, which preceded and compelled this surrender, were fought at Bemis Heights, nine miles south of Schuylerville.

26



DOTY'S CLOTHES WASHER,

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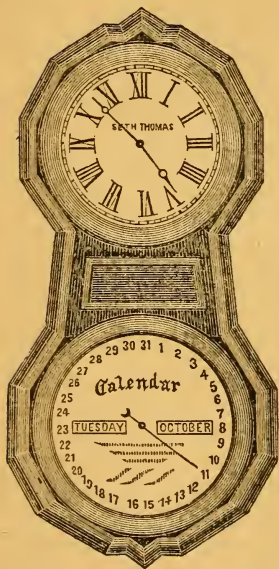
The mountain scenery bordering upon the Hudson is justly celebrated for its diversity and beauty; nor is this region less interesting to the man of science than to the tourist in search of the picturesque and beautiful.

The mountains of this region all belong to the great Appalachian range, which traverses the eastern portion of the United States, from the States bordering on the Gulf of Mexico to the basin of the St. Lawrence River. The chain is made up of a succession of ridges whose prevailing course is parallel with each other and with the general coast line of the continent.

The general character of the Appalachian range in New York is a gradual change from mountains to hills, which finally sink away in the lowlands of the great St. Lawrence basin. Three distinct ranges or collections of parallel ridges pass through New York State, from South-west to North-east.

The first or most easterly of these is the continuation of the great Blue Ridge of Virginia, Maryland, and Pennsylvania, the main portions of which, passing through the North-western corner of New Jersey, forms the Shawangunk Mountain, which, extending between Sullivan and Orange counties, strikes the Hudson in the southern part of Ulster county. South-east of this long ridge a succession of smaller ridges run parallel with it, some of which cross Orange and Rockland into Putnam and Dutchess counties, east of the river. The gap through which the Hudson flows is across these smaller ridges, whose highest summits rise to heights varying from one thousand to seventeen hundred feet above tide-water. The Taconic

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and Green Mountains of Western Massachusetts and Vermont are probably prolongations of the Blue Ridge.

The second series of these ridges enters the State from Pennsylvania, and extending through Sullivan, Ulster, and Greene counties, terminate in the beautiful Catskills, a short distance west of the Hudson.

The third series, passing through Broome, Delaware, Otsego, Schoharie, Montgomery and Herkimer counties, reappears beyond the Mohawk, and there constitutes the Adirondac Mountains, among whose summits the Hudson finds its sources.

The following sketch of the scenery of the Catskill region is taken by permission from a work entitled

THE CATSKILL MOUNTAINS, AND THE REGION AROUND ;
their Scenery, Legends, and History. By Rev. CHARLES
ROCKWELL, Dutch Dominie of the Catskills, etc., etc.
*New York : Taintor Brothers & Co., Publishers, 229
Broadway. 1867.*

“From the banks of the Hudson, a few miles into the country, may be seen, from different points of view, some of the most charming scenery in the world. Every turn in the road, every bend in the stream, presents new and attractive pictures, remarkable for beauty and diversity in outline, color, and aerial perspective. The solemn Katzbegs, sublime in form, and mysterious in their dim, incomprehensible, and ever-changing aspect, almost always form a prominent feature in the landscape.

“The Indians called these mountains “Onti Ora,” or “Mountains of the Sky ;” for, in some conditions of the atmosphere, they are said to appear like a heavy cumulose cloud above the horizon. In the midst of this scenery, Cole, the eminent painter, delighted to linger when the shadows of the early morning were projected towards the mountains, then bathed in purple mists ; or at evening,

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when these lofty heights, then dark and awful, cast their deep shadows over more than half of the country below between their bases and the river. Charmed with Catskill and its vicinity, Cole made it at first a summer retreat, and finally his permanent residence ; and there, in a fine old family mansion, delightfully situated to command a full view of the mountains and the intervening country, his spirit passed from earth ; while a sacred poem, created by his wealthy imagination and deep religious sentiment, was finding expression upon his easel in a series of fine pictures like those of "The Course of Empire" and the "Voyage of Life." He entitled the series "The Cross and the World." Two of them were unfinished. One had found form in a "study" only, while the other was half finished upon the large canvas, with some figures sketched in white chalk. So they remain, just as the master left them ; and so remains his studio. It is regarded by his devoted widow as a place too sacred for the common gaze. The stranger never enters it.

The mountains rise abruptly from the plain on their eastern side, where the road that leads to the Mountain House enters them, and follows the margin of a deep, dark glen, through which flows a clear mountain stream, seldom seen by the traveller, but heard continually for nearly a mile, as in swift rapids or in little cascades it hurries to the plain below. The road is winding, and in its ascent along the side of the glen, or, more properly, magnificent gorge, it is so inclosed by the towering heights on one side, and the lofty trees that shoot up on the other, that little can be seen beyond a few rods except the sky above or glimpses of some distant summit, until the pleasant nook in the mountain is reached wherein the Rip Van Winkle cabin is nestled. After that the course of the road is more nearly parallel with the river and the plain, and

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through frequent vistas glimpses may be caught of the country below that charm the eye, excite the fancy and imagination, and make the heart throb quicker and stronger with pleasurable emotions. Rip's cabin is a small, white building, with two rooms, where travellers formerly obtained refreshments ; and is at the head of the gorge along whose margin the traveller has ascended. It is so called because it stands within the amphitheatre, inclosed by lofty heights, reputed to be the place where the ghostly ninepin players held their revel ; and where Rip Van Winkle lay down to his long repose. From a rude spout by the cabin there pour cooling draughts from a mountain spring, more delicious than ever came from the juice of the grape.

There are many delightful resting-places upon the road, soon after leaving Rip's cabin, as we toil wearily up the mountain, where the eye takes in a magnificent panorama of hill and valley, forest and river, hamlet and village, and thousands of broad acres, where herds graze and the farmer gathers his crops ; much of it dimly defined because of distance, a beautifully colored map rather than a picture. These delight the eye and quicken the pulse ; but there is one place upon the road where the ascending weary ones enjoy more exquisite pleasure, for a moment, than at any other point in all that mountain region. It is at a turn in the road where the Mountain House stands ; suddenly, before and above the traveller, revealed in perfect distinctness, column, capital, window, rock, people,—all apparently only a few rods distant. There too the road is level, and the traveller rejoices in the assurance that the toilsome journey is at an end, when suddenly, like the young pilgrim in Cole's "Voyage of Life," he finds himself disappointed in his course. The road that seemed to be leading directly to that beautiful mansion upon the crag just

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above him turns away, like the stream that appeared to be taking the ambitious young man directly to the shadowy temple of fame in the clouds; and many a weary step must be taken over a steep, crooked road before the traveller can reach the object of his journey.

The grand rock platform on which the Mountain House stands is reached at last, and then comes the full recompense for all weariness. Bathed, immersed, in pure mountain air, almost three thousand feet above tide-water, full, positive, enduring rest is given to every muscle, after half an hour's respiration of that invigorating atmosphere, and soul and limb are ready for a longer, loftier, and more rugged ascent. There is something indescribable in the pleasure experienced during the first hour passed upon the piazza of the Mountain House, gazing upon the scene towards the east. That view has been described a thousand times. I shall not attempt it. Much rhetoric and rhyme, with sentimental platitudes, have been employed in describing it.

The ærial pictures seen from the Mountain House are sometimes marvellous, especially during a shower in the plain, when all is sunshine above, while the lightning plays and the thunder rolls far below those upon the summits; or after a storm, when mists are driving over the mountains, struggling with the wind and sun, or dissolving in the pure air. At rare intervals an apparition, like the spectre of the Brocken, may be seen. A late writer, who was there during a summer storm, was favored with the sight. The guests were in the parlor when it was announced that "the house was going past, on the outside." All rushed to the piazza; and there, sure enough, upon a moving cloud more dense than the fog that enveloped the mountains, was a perfect picture of the great building, in colossal proportions. The mass

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of vapor was passing slowly from north to south, directly in front, at a distance apparently of two hundred feet from the house, and reflected the noble Corinthian columns which ornament the front of the building, every window, and all the spectators. The cloud moved on, and ere long we saw one pillar disappear, and then another. We, ourselves, who were expanded into giants in size, saw the gulf into which we were to enter and be lost. I almost shuddered when my turn came ; but there was no escaping my fate ; one side of my face was veiled, and in a moment the whole had passed like a dream. An instant before, and we were the inhabitants of a gorgeous palace ; but it was the "baseless fabric of a vision," and now there was left "not a wreck behind."

Although the Mountain House is far below the higher summits of the range, yet portions of four States of the Union and an area of about ten thousand square miles are comprised in the scope of vision from its piazza. From the top of the South Mountain, near and three hundred feet above the Mountain House, and of the North Mountain more distant and higher, a greater range of sight may be obtained, including part of a fifth State. The lakes, lying in a basin a short distance from the Mountain House, with all their grand surroundings, the house itself, the South Mountain, and the Roundtop or Liberty Cap, form the middle ground ; while in the dim distance the winding Hudson, with Esopus, Shawangunk, and the Highland ranges are revealed, the borders of rivers dotted with villas and towns, appearing mere white specks on the landscape.

Two miles and a half from the Mountain House is an immense gorge scooped from the rugged hills, into which pours the gentle outlet of the Cauterskill Lakes, in a fall, first of one hundred and seventy-five feet, and close

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to it another of eighty feet. If the visitor would enjoy one of the wildest and most romantic rambles in the world, let him follow that little stream in its way off the mountains, down the deep, dark, mysterious gorge, until it joins the Cauterskill proper, that rushes through the Clove from the neighborhood of Hunter, among the hills above, and thence onward to the plain. The tourist, if he fails to traverse the rugged gorge, should not omit a ride from the Mountain House, down through the Clove, to Palenville and the plain, a distance of eight miles. After leaving the falls and reaching the Clove, down, down, sometimes with only a narrow space between the base of a high mountain on one side and steep precipices on the other, whose feet are washed by the rushing Cauterskill, our crooked road pursued its way, now passing a log house, now a pleasant cottage, and at length the ruins of a leather-manufacturing village, deserted because the bark upon the hills around, used for tanning, is exhausted.

Near this picturesque scene the Cauterskill leaps into a seething gulf between the cleft rocks and flows gently on, to make still greater plunges into darker depths a short distance below. This cleft is called the "Fawn's Leap," a young deer having there escaped a hunter and his dog, that pursued to the verge of the chasm. The fawn leaped it; but the dog, attempting to follow, fell into the gulf below and was drowned. The foiled hunter went home without dog or game. By some, less poetical than others, the place is called the "Dog Hole." A few rods below the Fawn's Leap the road crosses a rustic bridge, at the foot of a sheer precipice, and for half a mile traverses a shelf cut from the mountain side, two hundred feet above the stream that has found its way into depths so dark as to be hardly visible. Upon the opposite side of the creek, a perpendicular wall rises many hundred feet; and then, in

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slight inclination, the mountain towers up at least a thousand feet higher, and forms a portion of the range known as the South Mountain. At the mouth of this cavernous gorge lies the pretty little village of Palensville, where we again cross the stream, and in a few moments find ourselves upon a beautiful and highly cultivated plain. From this point, along the base of the mountains to the road by which we enter them, or more directly to Catskill, the drive is a delightful one.

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	A.M.	A.M.	M.	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
30th Street, Manhattanville, 152d Street, F't. Washington, Inwood, Spuyten Duyvil, Riverdale, Mt. St. Vincent, Yonkers,	6.45 7.03 7.06 7.10 7.14 7.17 7.22 7.26 7.33	8.00 8.30 8.30	12.00 12.33 12.33	3.50	6.30	11.00	Troy, ALBANY, East Albany, Castleton, Schodack, Stuyvesant, Coxsackie Stat'n, Stockport,	1.45 1.50	4.45 5.00 5.16 5.24 5.38 5.45 5.53	9.50 10.05 10.21 10.40 1.10 1.18 1.27	12.15 12.30 12.47 12.56 1.10 1.18 1.27	4.45 5.00 5.35	4.40 5.00 6.00 6.10	10.00 10.30 11.46 11.51	
Glenwood, Hastings, Dobb's Ferry, Irvington, Tarrytown, Scarborough, Sing Sing,	7.35 7.43 7.49 7.56 8.03 8.12 8.17 12.55 1.07 12.10 12.28 12.49	Hudson, Catskill Station, Livingston, Germanatown, Tivoli, Barrytown, Rhinebeck,	2.49	6.05 6.15 6.27 6.40 6.50 7.03	11.06 11.16 11.30 11.43 11.53 12.06	1.40 1.51 2.05 2.19 2.30 2.44	6.00 6.10 6.34 6.55 6.55	11.46 12.35 1.05		

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Leave New York for Peekskill, and intermediate stations, at.....	10.00 A.M., 4.15 and 7.00 P.M.
Leave New York for Poughkeepsie, and intermediate stations, at.....	12.30, 2.00 and 5.00 P.M.
Leave Poughkeepsie for Albany, and intermediate stations, at.....	4.45 A.M.
<hr/>	
Leave Yonkers for New York, and intermediate stations, at.....	7.30 A.M., and 6.30 P.M.
Leave Tarrytown for New York, and intermediate stations, at.....	6.30 A.M.
Leave Sing Sing for New York, and intermediate stations, at.....	7.30 A.M.
Leave Peekskill for New York, and intermediate stations, at.....	6.45, 9.10 A.M., and 2.15 P.M.
Leave Poughkeepsie for New York, and intermediate stations, at.....	6.30 A.M., and 5.50 P.M.
Leave East Albany for Poughkeepsie, and intermediate stations, at.....	1.45 P.M.

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12.50	4.40	7.10	ALBANY.. ...		9.50	9.20	4.40
	5.30	8.00	Schenectady....		9.00	8.25	
1.10	4.50	7.30	0TROY.....	95	9.40	9.15	4.30
1.15	4.55	7.36	1	...Green Island....	94	9.35	9.10	4.25
1.27	5.08	7.49	4Waterford.....	91	9.23	8.55	4.13
1.35	5.16	7.58	6	...Albany Junction..	89	9.18	8.45	4.05
1.50	5.31	8.13	12	...Mechanicsville....	83	9.01	8.28	3.50
2.20	6.00	8.46	25Ballston	70	8.29	7.55	3.20
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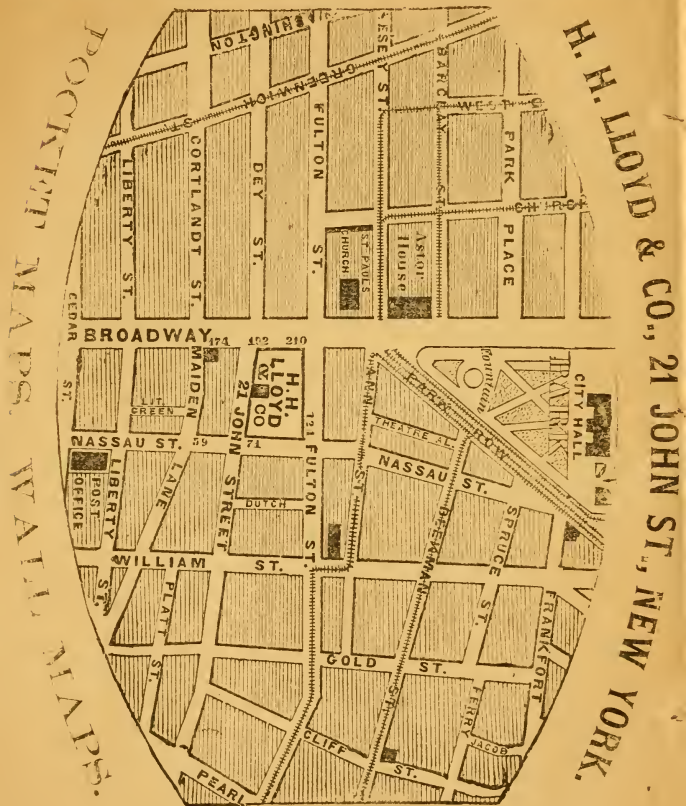
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The Company have agents at all the stations, also, the necessary facilities at all the important places on the road for the receipt and delivery of goods or parcels at the doors of their patrons, without extra charge. They have also established BRANCH OFFICES in the CITY OF NEW YORK and vicinity, as follows, at which business will hereafter be received and delivered, and all orders left at same for wagons to call will receive prompt attention :

Principal Office, Nos. 122 & 124 BROADWAY, cor. Cedar Street.

61 HUDSON STREET.

542 BROADWAY.

14 MURRAY STREET.

280 CANAL ST., near Broadway.

13th St., corner of Broadway, under Wallack's Theatre.

944 BROADWAY.

Foot CORTLANDT STREET.

W. 29th St., H. R. R. R. Depot.

27th St., New Haven R. R. Depot.

IN BROOKLYN:

166 MONTAGUE STREET.

434 FULTON STREET.

IN WILLIAMSBURGH:

81 SOUTH 7th STREET.

IN JERSEY CITY:

18 EXCHANGE PLACE.

All packages or other business, destined for New York, should be addressed to the STREET and NUMBER; and all matter for that portion of the city located above 30th Street Station, will be delivered direct from that point, immediately on the arrival of trains. Particular attention will be given to the filling of all orders intrusted to our care for the purchase of goods, or other business, and returns made by first trains. SPECIAL RATES will be made for the SEASON or YEAR to shippers of heavy first-class goods, to whom we are prepared, under this arrangement, to offer better facilities than they can procure from any other source, as we will contract to RECEIVE FREIGHT AT THEIR DOORS, and DELIVER SAME AT DOOR OF CONSIGNEE, saving all expenses for drayage at each end of the route, and delays and damages incident to the shipping by river or railroad.

Our facilities for local business are unlimited, and no delays can occur. All Losses or Damages will be PROMPTLY SETTLED.

For information as to rates, apply to local agents, or to

CHAS. H. WELLS, Gen. Agent,

124 Broadway, New York

NORTH Life Insurance

229 BROADWAY,

Corner of Barclay Street.

N. D. MORGAN, President.

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This Company offers better inducements to insurers than any other in the United States. **NO LIMITATION TO TRAVEL**, at any season of the year, in any part of North America, north of Mexico, or in Europe.

Policies Secured by Special Pledge of Public Stocks

in the Insurance Department of the State of New York, and each REGISTERED POLICY will bear a CERTIFICATE to that effect, countersigned by the SUPERINTENDENT OF THE INSURANCE DEPARTMENT.

This feature of security originated with this Company, and was the invention of its present President. Nearly *five millions* of its policies are already secured in this manner. Communications addressed to the principal office, or to any of its agencies, will be promptly attended to.

J. W. MERRILL, Secretary.

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